



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

June 29, 2007

HDA-IN

Mr. Karl Browning, Commissioner  
Indiana Department of Transportation  
100 North Senate Avenue, Room N755  
Indianapolis, Indiana 46204

Dear Commissioner Browning:

The Federal Highway Administration (FHWA) has received your letter designating the "INDOT 2030 Long-Range Plan: 2007 Update" as the official updated statewide long-range transportation plan. We agree it satisfies the requirements of 23 CFR 450.214, and is SAFETEA-LU compliant. We congratulate you and your agency on this tremendous accomplishment.

Our Division continues to compliment your effort to prepare a project-oriented long-range transportation plan for the State of Indiana. We believe the project-oriented approach and placement of specific transportation "expansion" projects into designated timeframes and use of "year-of-expenditure" cost estimates provides an organized approach to project development.

There are several aspects of the Indiana Statewide Transportation plan that deserve recognition. Among them are:

- Public involvement activities, including individualized meetings with each INDOT district, each metropolitan planning organization (MPO) and regional planning organizations (RPOs) as well;
- Continued use of a planning-level corridor hierarchy of state highways to help define the State's road system and highlight its functionality;
- The continued use of a TransCAD-based statewide travel demand model and the Highway Economic Requirements System (HERS-ST) to encourage a data-driven discussion of statewide highway needs;
- The continued use of "banding" of projects and introduction of better "year-of-expenditure" project costs, to help the public be informed of how and when projects can be delivered; and

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ECONOMY**



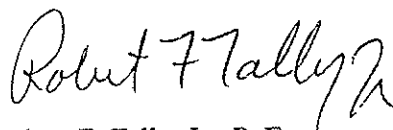
- The introduction of a new small but limited section of "Innovatively Financed" projects, such as I-69, and I-94, construction of added travel lanes, in northwest Indiana, which demonstrate the potential of using private sector resources to fund needed transportation improvements.

The inclusion of the small but significant list of innovatively financed projects has been reviewed and found to be reasonable given the State of Indiana's recent success in leasing the Indiana Toll Road for \$3.8 Billion dollars, in 2006.

The Indiana DOT's continued effort to improve its long-range plan to be a useful tool for effectively identifying the State's transportation needs to the public is noteworthy. It also provides the public a better understanding what can reasonably be done given the resources available to your agency. Based upon our review of this document, the FHWA, Indiana Division is pleased to communicate its acceptance of the INDOT 2030 Long-Range Plan: 2007 Update.

Congratulations again on your efforts. We look forward to working with you on the implementation of the plan.

Sincerely,



Robert F. Tally, Jr., P. E.  
Division Administrator

cc:

Steve Smith  
Eryn Fletcher  
Joe Gustin